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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

50X1-HUM

COUNTRY	Bulgaria	REPORT	
SUBJECT	Military Units in Shumen	DATE DISTR.	22 October 1953
DATE OF INFO.		NO. OF PAGES	1
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	50X1-HUM

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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1. The following military units are located in Shumen:
  - a. The 4 Artillery Regiment;
  - b. An unidentified artillery regiment subordinate to 3 Army;
  - c. The 7 Rifle Regiment;
  - d. The 4 Supply Battalion;
  - e. The 3 Engineer Regiment; and
  - f. The 4 Trudovak Regiment.

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STATE	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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SECURITY INFORMATION

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COUNTRY	Bulgaria	REPORT	
SUBJECT	The Georgi Dimitrov Dam	DATE DISTR.	30 October 1953
		NO. OF PAGES	1
DATE OF INFO.		REQUIREMENT NO.	RD 50X1-HUM
PLACE ACQUIRED		REFERENCES	

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1. The Georgi Dimitrov Dam, located about two kilometers south of Koprinka (N 42-38, E 26-20, also known as Siltikovo), Kazanluk Okoliya, and the adjacent power plant are scheduled to be completed on 12 September 1953. The large "monument to martyrs" on Sveti Nikola hill is located north of the dam (sic).

2. The dam, constructed of stone and concrete, will be 120 meters long, 50 meters high, 50 meters wide at the base, and 15 meters wide at the top. As of the end of May 1953, it had reached a height of only 35 meters. The hydroelectric plant was finished except for the roof, but its machinery had not yet arrived.

50X1-HUM

3. About 100 civilian workmen were employed in construction of the dam in three 8-hour shifts seven days a week. Each worker is allowed one day off. The project is directed by Bulgarian engineers and there are no Soviet supervisors or workmen. The assistant chief engineer is Khristo Mandazhiev.

4. [redacted] a narrow-gauge railway line at the construction site [redacted]  
[redacted] The only equipment [redacted] were some pneumatic drills. 50X1-HUM

5. Five Militiamen guard the construction site and one is stationed at a barrier across the highway leading to the dam, where he checks the identity cards of employees. There is no fence around the construction area, [redacted]  
[redacted] it could easily be entered from the side opposite that of the highway.

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SECRET  
SECURITY INFORMATION

50X1-HUM

COUNTRY	Bulgaria	REPORT	
SUBJECT	The Merichleri Coal Mine	DATE DISTR.	30 October 1953
		NO. OF PAGES	2
DATE OF INFO.		REQUIREMENT NO.	RD 50X1-HUM
PLACE ACQUIRED		REFERENCES	
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
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1. The Merichleri Coal Mine is located about 1.5 kilometers east of Merichleri (N 42-09, E 25-30), Chirpan Okoliya. The mine consists of a main gallery with several smaller galleries branching off. The main gallery, which has stone-lined walls, is about 700 meters long, seven or eight meters wide, and 2.5 meters high; it contains a double track for the narrow-gauge railway on which the coal is transported from the mines to the Merichleri railroad station. The cars are pulled out of the mines by a single cable. The smaller galleries are three meters wide and two meters high and are supported with timbers. Some are equipped with railway tracks, but the cars have to be pushed into the main gallery by hand. 50X1-HUM
2. Electric drills are used for drilling holes in which dynamite charges are placed, but all other work is done manually. The coal is shoveled either into a conveyor belt from which it is transferred into railway cars or directly into the cars. Each car has a capacity of 750 kilos of coal, and a group of five workers consisting of an experienced miner, his assistant, and three men with shovels are supposed to fill 16 cars in an 8-hour shift, but [redacted] group was never able to fill more than 12 or 13 cars in eight hours.
3. About 400 civilian workers are employed in three shifts, the first from 5:00 a.m. to 1:00 p.m., the second from 2:00 p.m. to 10:00 p.m., and the third from 10:00 p.m. to 6:00 a.m. Miners are billeted in three 1-story barracks, each with 16 rooms holding five to 10 men, located in the southern outskirts of Merichleri. They pay 10 leva a month rent and 10-12 leva per day for three meals, served in the kitchens adjoining the barracks buildings, and said to be of poor quality. Experienced miners receive 22 leva per day, assistant miners 18 leva, and inexperienced miners and laborers 15 or 16 leva.

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SECURITY INFORMATION

50X1-HUM

COUNTRY	Bulgaria	REPORT	
SUBJECT	Agricultural Cooperative, Communist Party, and Government Officials in Izgrev, Shumen Okoliya	DATE DISTR.	30 October 1953
DATE OF INFO.		NO. OF PAGES	2
PLACE ACQUIRED		REQUIREMENT NO.	RD 50X1-HUM
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Agricultural Cooperative

1. By May 1953, 85 of the 350 families in Izgrev had joined the TKZS (Trudovo Kooperativno Zemedelsko Stopanstvo; cooperative farm), which was formed in 1949. The cooperative owned approximately 1,000 acres of land and the independent farmers owned about 2,500 acres.
2. In 1949, the cooperative's crops totalled 300 tons. Cereals are the principal crop, and in 1952 the cooperative delivered 90 tons of cereals to the government.

Communist Party

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3. The Izgrev Communist Party organization has about 35 members, 12 of whom are Bulgarians. [redacted] 50X1-HUM
4. Boris Georgiev (lru) has been secretary of the Izgrev Communist Party since January 1953. [redacted]
5. Velichko Stefanov Radev, previously in the grocery business, has been "Militiaman" of the municipality of Izgrev since after 1944. [redacted]

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6. Other Communist Party members [redacted] are as follows:

a. Nazif Kose Ibrakhimov [redacted]

b. Ekhliman Koch Khalilov, pre-1944 Communist [redacted]

Government Buildings and Officials

7. The Izgrev People's Council building is a 1-story brick construction in the center of the village. It contains four rooms, two on either side of a central corridor. An annex consisting of a small room and a hall, located to the right of the building, is used as the local Militia office. The four inside rooms are used as the office for the head of the People's Council, the treasurer, the secretary of the Communist Party, and a file room.

8. Zulkar (lnu) is head of the Izgrev People's Council. [redacted]

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9. Doncho Iliev (lnu), a resident of Izgrev since 1945, is treasurer of the Izgrev People's Council. [redacted]

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10. Ibrahim Yakhyov (lnu) is a member of the Izgrev People's Council [redacted]

Militia Officer

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11. Second Lieutenant Krustyu (lnu) is commanding officer of the Militia station in Izgrev. [redacted]

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COUNTRY	Bulgaria	REPORT	
SUBJECT	Road and Railroad Information	DATE DISTR.	30 October 1953
DATE OF INFO.		NO. OF PAGES	2
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	

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Roads

1. The Shumen (now Kolarovgrad) - Silistra highway, 116 kilometers in length and about eight meters wide, has a gravel surface approximately 20 centimeters thick. It is in good condition, has drainage ditches on both sides, and is open to year-round traffic. The southern section of the highway has the following bridges, all said to be in good condition, and none of which were destroyed in World War II:
  - a. Wooden bridge about six meters long and six meters wide in the area of "Mesheli-Goldzhuk," about 500 meters south of Izgrev (N 43-36, E 26-59);
  - b. Stone bridge 10 meters long and six meters wide about 500 meters north of Venets (N 43-34, E 26-56);
  - c. Stone bridge about 10 meters long and six meters wide, about 500 meters south of Venets;
  - d. Stone bridge about 10 meters long and six meters wide over a dry streambed about seven kilometers north of Khitrino railroad station (N 43-26, E 26-55);
  - e. Stone bridge about 10 meters long and six meters wide over dry streambed about one kilometer north of Khitrino railroad station;
  - f. Stone bridge 10 meters long and six meters wide, south of Volov (N 43-21, E 26-55, also known as Panayot Volov) over the Chayir stream;
  - g. Stone bridge about 10 meters long and six meters wide on the northern outskirts of Shumen over the Boklyudzha River; and

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- h. Stone bridge about 10 meters long and six meters wide, five kilometers north of Shumen.

Railroad

2. No documents were required for train travel on the following routes in Bulgaria during the first half of 1953:

- a. Shumen-Gorna Oryakhovitsa-Kazanluk;
- b. Kazanluk-Sofia-Mikhaylovgrad;
- c. Mikhaylovgrad-Mezdra-Gorna Oryakhovitsa-Kazanluk; and
- d. Kazanluk-Yambol.

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3. However [redacted] a document check was made at the first station north of Elkhovo, which would be Kirilovo (N 42-13, E 26-34).

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